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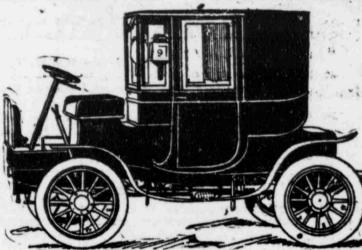
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AMONG THE AUTOMOBILISTS.

FUEL TEST ON SNOW COVERED ROADS TO BOSTON.

Figures of Consumption of Dengtared Alcohol, Kerosene and Gaselene to Be Made Public Later-French Road Race Conditions This Year Better.

Boston, Jan. 30.—The condition of the roads between New York and Boston has riven automobiles an opportunity of proving that denatured alcohol, kerosene and gasolene are competent fuels for snowblocked high-ways. Three cars left New York Monday morning at 8:45, and since that time, during daylight hours, have been testing the com-parative value of the three fuels mentioned above. All three cars reached the head-quarters of the Bay State Automobile Associa-

tion at 1:20 this afternoon.

The first day's journey found the party at Hartford. The average speed up to this point was about twenty miles an hour. Snow overed the highway every mile of the distance. From New Haven up, through Hartford, Springfield and Worcester, to Boston, the snow lay deeper, and the speed lessened. Car tracks eased the strain on the drivers in some places, but on the country roads the cars slid and skidded from one rut into the other. Leaving Worcester this morning at \$:50, the party came on through Sudbury and Waltham, arriving here four and an half hours later. The time would have been much shorter had there been less trouble with the tire chains, which were snapped several

Th official comparisons of the fuel will not be given out until a careful perusal of all the figures obtained by the observers has

According to reports from Paris the Automobile Club of France is resolved that in the head of the nations of the world. Its Grand Prix last year-the successor of the Gordon Bennett-was planned to make it the mass wonderful road race ever held. This year, on a date to be fixed late in June or early in July, another Grand Prix will be held, differing om the last in that the fuel supply will be limited to 6.6 gallons per 100 kilometers, or 62.1 miles. With such a liberal supply of gasolene monsters of 120 and 130 horse-power can be built, capable of the highest speed. Even in France, however, only a few firms have the necessary experience and capital for building high speed flyers, and there was a danger of the performances of the select few being eclipsed by the big entries obtained in the German Emperor's race and the Tourist trophy of the Automobile Club of Great Britain and Ireland. Both of these are speed contests, the one with limited cylinder capacity, the other with a maximum fuel consumption notwithstanding the "Tourist" title of the British event and the tourist mention in the Ger-

man regulations.

probably this which has decided the porting committee of the Automobile Club of France to hold Grand Prix No. 2 on the day following Grand Prix No. 1 and over the same course. The second day's race will be for machines with a gasolene supply limited to 3.3 gallons per 62.1 miles. There will be no other restrictions of any kind. Although detailed regulations have not yet been published, it is probable that the second race will be on the same lines as that of the first day; with a total distance reduced to 320 miles. There will be no controls and no neutralizations; the driver and mechanic will fill tanks, change tires and do all work; a single tire and gasolene station will be placed on the circuit; detachable rims will be allowed. With to average between 40 and 50 horse-power and to develop a speed of forty-five to fifty miles an hour. Every manufacturer of importance builds a machine of this type; to fit it for the race would only entail signt modifications and little expense. A big entry is consequently expected, and in view of the success of the Tourist trophy and the German Emperor's race this expectation is likely to be fulfilled. this fuel allowance the machines are likely

man Emperor's race this expectation is likely to be fulfilled.

Although enthusiastic over the new race, French automobilists do not hesitate to criticise. They ask that the 3.3 gallon machines should run the first day, the original Grand Prix being reserved for the second. Twenty or thirty heavy racers rushing around the course at a mile a minute speed will utterly spoil the road surface and make the task of the smaller machines unnecessarily difficult. A big entry is likely to be obtained for the Grand Prix No. 2-from sixty to one hundred cars are looked upon as probable starters—and if special precautions are not taken accidents will ensue. Grand Prix No. 2. distance 320 miles, fuel allowance 3.3 gallons per 62.1 miles, is open to teams of three from any factory at an entrance fee of \$700 per car. Entries close February 7, but are received later on payment of an increased fee. Grand Prix No. 1, distance \$50 miles, fuel allowance 6.6 gallons per 62.1 miles, is open to teams of three from any factory at an entrance fee of \$700 per car. Entries close February 7 pitches close on same day. Six machines have already been officially entered for the big contest.

One automobile dealer in Chicago has instituted a practice for this week only which will undoubtedly cause considerable talk in the Windy City. He has announced that he will serve tea every afternoon to women visitors to his salesroom, and expects a large number of callers, as he has received thee ars which were recently shown in Madison Square Garden by the firm he represents. The dealer in question has a French sounding name and, the designer of the car he sells is a transplanted German, so that the dealer's introduction of such a typically English custom as serving afternoon tea in a commercial establishment in an American city like Chicago will be watched with much interest.

Automobile tires are bound to be expensive articles, so long as they embody a desirable quantity of good rubber—no matter where or by whom they may be made. For the fact is that rubber has become one of the most costly of raw materials, compared by weight, now employed in manufacturing, and automobiling has helped to make it so. The natural rubber resources are no greater to-day than a century ago, and the number of uncivilized natives in the tropical jungles who can be cajoled or forced to pleed the subber trees does not increase with the growth is she demand for rubber. Some of the elder

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rubber manufacturers are now paying four or five times as much for fine rubber as when they first entered the business, whereas in the same period most other commodities, raw or manufactured, have declined greatly in cost. The world's requirements for rubber have grown constantly from the beginning, but never so rapidly as in late years.

Every additional automobile tire has its effect in raising the price level of raw rubber, and also the cost of all manufactures of rubber—whether for mechanical, surgical, sporting or household uses. No doubt rubber produced on plantations will in time reduce the present stringency, but not before many produced on plantations will in time reduce the present stringency, but not before many years have passed. Not only is the best of rubber requisite in a tire, but for a pneumatic, cotton duck is equally so, and cotton is another commodity which fails to become cheaper with the advance of time. Then there are many substances which, for one reason or another, are compounded with rubber in manufacture, and these remain high in cost to the consumer. When there is added to this the necessity for employing skilled labor in every process of making a pneumatic tire, it may be easy to see why there are so few bargain counter sales of good tires.

United States Consul Goldschmidt of Nantes, France, is of the opinion that there should be a good market all over France for American made speedometers, odometers, clocks and annunciators for automobiles and other vehicles. The best way to introduce such goods, he thinks, is through a special representative who should visit the different manufacturers and dealers in vehicles, and establish agencies for the sale of these articles. It should be borne in mind, however, that the only measurements recognized in France are the kilometer and that instruments of this description should record kilometers rather than miles.

In any cooling system which is designed with proper allowances in the way of piping area a stoppage of the pump should not cause the entire cessation of flow through the jackets and the radiator. As a matter of fact, however, the piston of the pump will usually furnish sufficient resistance to check any natural circulation which otherwise might be effected by the thermo-syphonic action. In case such a breakdown as might cause the complete disabling of the pump should occur in a remote locality, it usually will be found possible by demounting the moving portion of the pump and closing up the empty casing again, to get an very comfortably without any other assistance than the natural circulation itself. Under such circumstances, however, the motor must, be handled with extreme care and run as slowly as possible.

South Bend, Ind., Jan. 30.—The Thomasnon-stop car arrived in South Bend at 3.15
o'clock this afternoon, after a run of twentysix hours from Toledo. The roads were
terrific. The outer coverings of the tires
were ripped off because of the ruts. The
engine, however, was never better. Ernest
Kelly will drive the car into Chicago, leaving
this city before 5 o'clock to-morrow morning. The flyer will be apply a number of
enthusiasts at South Chicago and escorted
into the windy city.

No more effective way in preventing the reprehensible use of fake registration numbers can be established than that of compelling a visitor from another State to carry a national touring number which shall be issued to him only after he has been properly registered in his home State, says the Automobile. The protection of owners who are observing the law requires that these highwaymen of automobiling be apprehended in a summary manner and receive a punishment of a severe nature and one that will serve as a warning to others who are tempted to disguise their identity with fake numbers. It would be a most convenient arrangement for the registration sign to have on one side the driver's home number and entie other side his national designation. As it is, in these States which recognize the licenses of other States there are automobiles which have never been drivers mile ig the States from which their owners pretend to come.

This abuse has been an argument fre-

which have never open driven a mass in the states from which their owners presend to come.

This abuse has been an argument frequently employed by autophobes, and it is an evil which should have general attention before the new army of owners takes to the roads in the spring, for though automobiling is now a year round pastime, a majority of owners prefer a winter season of inactivity. That the practice represents a most facile method of deception as well as one that is most difficult to detect must be evident on but a moment's consideration of its possibilities. The difficulty of obtaining evidence sufficient to apprehend a suspect is such that the autoist who wishes to avoid payment of the taxes in those States that recognize alien licenses or registration tags has but to purchase one of the latter to be safe from this draft on his pocketbook as well as the more serious certainty of being apprehended through a genuine registration tag in case of accident.

Owners and drivers of chain driven care will find their machines will run better if every time the car is washed the chains and aprocaets are brushed off thoroughly wish kerosene and rubbed over with a light coat of grs. hite and grease. By following out this teatment consistently it is asserted that not simply are better running results obtained, but that the wear will be reduced materially.

SONDER CLASS RACE AT KIEL

GERMAN AND AMERICAN YACHTS TO MEET IN AUGUST.

invitation Received by Cable and Accepted -Amateurs to Sail the Yachts-Cost of American Boats Limited to \$2,400 -Two Suits of Sails Allowed Each Bo Boston, Jan. 30.-Negotiations were com-

pleted to-day for an international yacht race between German and American Sonder class boats at Kiel next August for a cup to be offered by Kaiser Wilhelm. Last September off Marblehead there was a race between three American and three German boats of this special class.

The teams will be made up this year, as

last, of three boats to a side, and the condi-tions for the match with few exceptions will remain the same as they were in the Roosevelt cup races. The only change of importance is that crews must be entirely amateur. Last season paid hands could be carried, though the boats were steered by amateurs. Counting the committee of the Eastern Yacht Club, of three members, not less than twelve American yachtsmen will have a direct part in the races.

less than twelve American yachtamen will have a direct part in the races.

This match was proposed last year, the conditions were agreed to in principle some weeks ago, but there has been a long delay in fixing upon dates. The German yachtamen wanted the match sailed during Kiel week, the end of June. The Eastern Yacht Club could not assent to the proposed date, as the American boats would have to be tried out in April and May, and it was not possible to secure representative crews for so early in the season.

A proposal to race in August was taken under consideration by the Imperial Yacht Club of Kiel and doubtless submitted to the Emperor. The result was an invitation, by cable, received yesterday, from Rear Admiral Barandon, chairman of the Imperial Yacht Club special committee, by Henry Howard of Boston, Mass.:

German yachtamen represented by Imperial Yacht Club invite American yachtsmen represented by Eastern Yacht Club to a contest for a cup in the German-American races for 1807 at Kiel. Name ypur conditions. More advantageous to have entiries close by middle of July and races begin August 15.

The Eastern Yacht Club's special committee met to-day and sent the following reply to the German yachtsmen's invitation:

'Cable received. We name Sonder class conditions asme as in Rooseveit cup races, except crews to be all amateurs. During the final races hauling out to be prohibited. Limit of two suits of salis and limit cost of American boats to be le,000 marks (2,000). Including two suits of salis. German limit of cost at your option. Entires to close July 16. Races to begin August 15.

Several members of the Eastern Yacht Club, and other American boats after racing at Kiel will be taken to San Sebastian, Spain, to sali in an international match for a cup offered by King Alfonso. The owners may also accept an invitation from the Royal Beigian Yacht Club to race at Ostend for a cup to be given by Prince Albert of Belgium.

FRED BECK TO HELP YALE. Former Champion Shot Putter Will Help

Coach College Candidates. Ceach College Cantidates.

The shot putters of the Yale track team squad will, have the advantage of being coached this season by Dr. Fred G. Beck, '03, twice an intercollegiate champion and holder of the intercollegiate record of 46 feet. Br. Beck will devote two days each week to the indoor work of the athletes and in this way it is hoped to get some point winners out of the bunch of candidates.

There are so few men now in college out of last year's team that John Mack is likely to have a hard time getting together a squad up to the Yale standard. The fact that Dr. Beck has offered his services has cheered the Yale men up a little. It will give John Mack time to devote to the runners and jumpers.

The Crescent Athletic Club has entered

The Crescent Athletic Club has entered another field of sport. In its new house are rise and revolver ranges, and shooting matches and tournaments are to be arranged by the shooting committee. These ranges have been tested by some experts who had been invited by Chairman C. J. McDermott of the shooting committee. These were J. T. Hemphreys and J. E. Silliman, and they declared that the ranges were the most perfect of any they had ever seen. H. B. Vandeveer, a club member, fired at the first target in the rifle*range and C. J. McDermott was first with the revolver. What scores they made is a secret, but Mr. McDermott is confident that he is the best revolver shot in the club. This is a question that will be disputed by the members when the ranges are thrown open for competition to-impress evening.

The large carbureter is brought into play, and now you have at your disposal the most powerful power wagon of the year. 60 H.P.? Every motor is testing better than 70 H.P. on the block, AND with ball bearings throughout (imported German Hess-Bright bearings) even on the crank shaft, you are transmitting a greater percentage of power to the rear wheels than any other car built, bar none.



Strong Statements????

We have nearly a million dollars invested in our retail XXth Century motor shop—nearly 70,000 square feet of floor space on Broadway. Is it reasonable to suppose that we would order over half a million dollars' worth of Stearns Cars and risk failure of our entire enterprise by exaggerated statements?

We will show you. Come, Missourians.



C.G.V. the best of FRANCE STEARNS the best of AMERICA FRANKLIN the best light car in the WORLD BABCOCK the best electric in the WORLD Agents for

LASKER'S VIEW OF IT.

hess Champion Analyzes His Second Game Against Marshall.

Champion Lasker yesterday made the fol-lowing comments upon the second game of; the championship chess match against Frank

White certainly did not get the better of it, although the favorable position of the heavier black pleces was, to a large extent, counterbalanced by the disadvantage of the isolation of the queen's pawn and the consequent strength of the white knight at Q3. To

of the queen's pawn and the consequent strength of the white knight at Q3. To analyze all the possibilities of the early stage is well nigh impossi ble at this moment.

"Marshall might have captured the pawn at K6 with his bishop's pawn instead of with his queen and obtained a strong centre. If that could have been successfully maintained for a little time, he would have probably won, but if it had been blocked by the white knights it would have been a source of weakness. Again he might have sacrificed his queen's pawn by castling followed by R to king's square. But he selected a solid variation that sacrificed nothing, while it developed all his pieces.

On the seventeenth move whise proposed the exchange of queens, and black realizing that the white queen had little mobility refused, though it cost a pawn. White was justified in taking the pawn, though to all appearances he incurred the risk of being overwhelmed.

Acqurate analysis, however, will show that there was an escape at least for the time being. Had black continued with 19K2—Q7; 20 Kt.Rt, R.—KKt a very interesting melee would have resulted in which white might save his queen by 21.Kt.—B4. Q—Q3; 22.Q—K5; 23.KR.—Q, &c., or else obtain a sufficient equivalent, namely rook, knight and pawn for it, for instance, by 22.Q—K5. The audience did not take this variation into consideration. As the game proceeded the strack of black was soon exhausted and the extra pawn won the game.

The third game of the match will be played at the Everett House, Fourth avenue and Seventeenth street, this afternoon, when Marshall will open the game.

First call for football comes from the West.
The athletes at the State University of Iowahave been notified to be ready for spring practice. Only the freshmen are ordered to appear, but others probably will come out. The members of the class of 1910 are expected to form the main strength of the university eleven of next fall

while the roads are bad.

over the worst kinds of roads, showing the WONDERFUL power and EASY riding qualities of the STRONGEST and most RELIABLE family car on the The new ROYAL TOURIST is no freak, but is a good, HONEST, POWERFUL, STRONG and QUIET family car, built not too frail, but amply strong enough and

former models, adding only a few same improvements.

If you want a good, HONEST, ECONOMICAL car try a demonstration in a ROYAL TOURIST over the ROUGHEST, HILLIEST roads you can find:

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C. C. N. Y. Wins at Basketball, Massachusetts Institute of Technology was defeated in a basketball game yesterday by the New York City College, by a score of 20 to 14, in the new gymnasium on the heights.

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The immediate success and the magnificent showing of the 1907 Rainter has induced many owners of '08 Rainters to trade in their cars for the '07 model. These are now offered for sale by us at very low prices, after having been overhauled and reflatished, and carrying guarantees ranging from 8 to 8 months. They injeude a limousine, a landaulet and several souring cars, both 30-35 and 22-28 H. P. Also one rundbout.

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Can sell best Cara at prices WORTH BUYING,
even on SPECULATION. Call early and select
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300 OF SWELLEST STANDARD MAKES!
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